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PURE, FRESH
COWS' MILK.
[1136

Hongkong Daily Press.

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PORTABLE MOTORS
FOR ATTACHING TO ROWBOATS.
Shipments just to hand with the latest improvements and exclusive features not found in others.
ALEX. ROSS & Co.,
Agents,
Tel. 27. 4, Des Vœux Road.
[779

No. 17,634. 第一萬七千六百三十四號 甲寅年九月二十六日 HONGKONG, FRIDAY, NOVEMBER 13TH, 1914. 五拜禮 中華民國三年十一月十三號 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [805

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(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
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For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April 1914. [614

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st Septembee, 1914. [1160

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914. [1250

A. LING & CO.,
19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 18th April, 1914. [585

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every	15 minutes.
8.00 „	to 10.00 „	... „	10 „
10.00 „	to 11.00 „	... „	15 „
11.30 „	to 12.45 p.m.	 „	15 „
12.45 p.m.	to 1.15 „	... „	10 „
1.15 „	to 1.45 „	... „	15 „
1.45 „	to 2.15 „	... „	10 „
2.15 „	to 5.00 „	... „	15 „
5.00 „	to 8.10 „	... „	10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every	15 minutes.
10.30 „	to 11.00 „	... „	10 „
11.30 „	to 12.00 noon	„	15 „
12.00 noon	to 1.00 p.m.	 „	10 „
1.00 p.m.	to 5.00 „	... „	15 „
5.00 „	to 6.00 „	... „	10 „
6.00 „	to 7.00 „	... „	15 „
7.00 „	to 8.10 „	... „	10 „

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1206

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [723

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 508, 681, 2050, 3470.

NO. 1 DOCK,	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.
Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[822

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TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

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IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order,
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The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
Prices and Samples on application.

Telegrams—Rosewood. Telephone No. 1463. P.O. Box No. 639
Hongkong, 2nd May, 1914. [652

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *SAKAKI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Harbin with	Wagon-Lits for Moscow	Russian States Express for St. Pet'g.	Russian States Express for Moscow
		Sakaki	Kobe
Shanghai (S.M.R. Str.)	Arr. Forenoon	Mon.	Wed.
Dairen (S.M.R. Train)	Lv. 8.20 p.m.	Wed.	Thu.
Mukden „	Ar. 11.25 „	„	„
„ „	Lv. 11.50 „	„	„
Changchun „	Ar. 7.10 a.m.	Thu.	Fri.
„ (Russian Train)	Lv. 9.00 „	„	„
Harbin „	Ar. 8.0(?) p.m.	„	„

SOUTH BOUND.

Connecting at Harbin with	Wagon-Lits from Moscow	Russian States Express from St. Pet'g.	Russian States Express from Moscow
		Sakaki	Kobe
Harbin (Russian Train)	Lv. 10.10 a.m.	Fri.	Thu.
Changchun „	Ar. 4.30 p.m.	„	„
„ (S.M.R. Train)	Lv. 5.45 „	„	„
Mukden „	Ar. 0.45 a.m.	„	„
„ „	Lv. 1.55 „	„	„
Dairen „	Ar. 9.00 „	Fri.	Thurs.
„ (S.M.R. str.)	Lv. Noon.	Sat.	Thu.
Shanghai „	Ar. Forenoon	Mon.	Sat.
		Kobe	Sakaki

Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

* With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

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THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
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A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address "WADADOCK," KOBE.

	Floating Docks. No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth „ „ „	56 „	86 „
Max. Draft „ „ „ „	22 „	26 „

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
[805

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG
TELEPHONE No. 1030.

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [1203

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BAGGAGE collected, forwarded and insured at lowest rates.
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FOREIGN MONIES Exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914. [742

ROYAL INSURANCE CO., LIMITED.

I BEG TO ADVISE THAT I HAVE APPOINTED

MESSRS. W. R. LOXLEY & CO.,

AS AGENTS FOR THE ABOVE COMPANY FOR HONGKONG AND DISTRICT.

ALL COMMUNICATIONS IN REGARD TO POLICIES, RENEWALS, ETC.,

SHOULD THEREFORE BE ADDRESSED TO THIS FIRM.

C. J. G. HILL.
RESIDENT SECRETARY
FOR THE FAR EAST.

Hongkong, 13th November, 1914. [1348

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

[J. H. TAGGART,
29] Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
R. H. NORTH,
44] Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
FREDERICK REICHMANN,
Proprietor.
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.
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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
P. O. PEUSTER,
Manager.
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THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grandy facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate
For further particulars, apply to—
C. C. MOOSA,
Macau.
Tel. Add. "Phœnix," Macau.
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VICTORIA HOTEL
SHAMEEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
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A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE, Red Capsule	$30.40	$2.65
* B. SUPERIOR OLD COGNAC, Red Capsule ...	33.70	2.90
* WATSON'S XXX COGNAC, Gold Capsule ...	34.80	3.00
* WATSON'S XXX COGNAC (½ Bottles, 2 Doz.)	37.00	1.60
HENNESSY XXX ...	41.40	3.45
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule	46.90	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR... ...	52.40	4.55
* E. FINEST OLD BROWN BRANDY, Gold and White Capsule	53.50	4.55
MARIE BRIZARD and ROGER'S FINE PALE COGNAC ...	31.50	2.65
S. V. F., V. O. COGNAC	79.70	6.65
V. O. L., 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.10

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO.,

LIMITED,

HONGKONG AND CHINA.

119

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 13TH, 1914.

A FEATURE of the war at its present stage, and one which, paradoxical though this may seem, is chiefly lost sight of because of its existence, is the wonderfully easy manner in which the British public has passed out of the period of nerves and settled down to a steady looking ahead and quiet confidence in all that is being done on the part of the Allied Armies and Navies. Remembering past experiences, such a development of what may be most aptly termed the war spirit of Britain's civil population should really have been looked upon as a part of the general scheme of things, the appearance of which was merely a matter of time. However, realising that all the wars which have gone to make up Great Britain's history of growth, expansion, and just reprisals are but guerrilla conflicts when compared with the life and death struggle of great nations now taking place in Europe, the return of this spirit of calm and quiet confidence so early in what must be a long, arduous and vital campaign is all the more remarkable. And the almost rigid calmness with which the momentous events on land and sea are now viewed is not maintained only in the presence of minor reverses; for even victories, successes which are apparent to the most ordinary-minded individual from the meagre and terse facts which eventually filter through to the daily Press are now greeted with the same stolid calm of feature and comment. People read carefully through each printed line and, the face being the undoubted mirror of the mind, these same people tell you by their calm countenances that what has happened in favour of the Allies was really only what they quietly and confidently expected; if there has been a reverse, a similar caste of countenance meets your inquiring eye, and you realise at once that this is the same spirit which has mystified those nations who have, in the course of their existence, felt the stolid Britisher's strength when he has been roused out of an apparent state of somnolence. Only a few weeks ago there was an abundance of evidence obtainable that the spirit of the British public was restless; that almost everyone was nervy and ready to cheer and cry with the rapidity of an hysterical lady. Military and Naval experts who can look upon war with the cool deliberation of men who know each move on the complicated playboard of nations at war, and who realise at a glance exactly how things stand, will tell you that there was never cause for uneasiness. Yet the big civil population, who only think of war when it arrives in their midst, require time and thought before they can shake off the tension produced by early reverses in a war which was sprung upon them with less warning than an April shower. Fortunately for everyone concerned, the period of nervous tension has been quickly succeeded by a calm and confident waiting upon events; the importance of happenings is now calmly debated, and though important events in such a stupendous campaign must be a matter of slow and deliberate development, the gradual and successful evolution of military and naval schemes is being followed with that lack of kaleidoscopic emotion which reveals a deep-rooted reliance upon those who have the responsibility of a great nation's existence placed upon them. A standard dictionary summarises the full and proper meaning of the noun "confidence" as follow:—"The state or feeling of trust in or reliance upon another; assurance of or belief in a person or thing, as in the purpose or ability of another, or in the stability or validity of a cause." Such a summary is a most adequate explanation of the quick growth of this remarkable spirit of stolid confidence which now characterises the British public all over the world. The days of nervous excitement have passed, a feeling of trust and reliance has followed, and the stability and validity of the cause has never been questioned. The line of thought expressed above was prompted by the cool and matter-of-fact way in which two events of vitally local importance have been viewed by the general public; a reflex of that unruffled spirit which is now characteristic of all places where Britishers assemble. The news of the fall of Tsingtau, though we all naturally expected such an ending to this comparatively feeble opposition, was received with a spirit, no doubt very laudable, which was barren of all semblance of the what-do-you-think-of-us-now nature. The eventual surrender or demolition was taken for granted when the siege opened, and when the end came it was received with the calmness bred by such an opinion. Then, again, the many exciting exploits of that intrepid corsair the *Emden* were viewed, generally speaking, as one would view a contest between a very game and will-o'-the-wisp sort of fox who was being hunted by the usual preponderance of huntsmen and hounds. With an inborn sporting instinct Britishers developed a sneaking regard for the versatile Commander KARL VON MULLER and his elusive vessel, though at the same time realising that his liberty was a serious obstacle to shipping between the East and the South. The news of the practical destruction of the menacing cruiser was received in the same taken-for-granted manner, and despite the fact that the fall of Tsingtau coupled with the putting out of action of the *Emden* has rid the immediate Far East of any active connection with the great war, a stranger to the Colony would never be able to realise this from exhibitions of outward show. Quiet confidence has been, and will continue to be, the all-pervading spirit. And though we can realise that this same unassuming spirit of reliance is no new one where Britishers are concerned, the transition is none the less noteworthy, coming as it does in a crisis in the world's history which has no parallel and which assuredly will have no equal in the future—for one result of the grim struggle will be the prevention of a repetition of a war of such magnitude. Taking a broad-minded view of the present situation in Europe, and remembering how matters stand on the sea, no-one can discover any cause for disabusing the Britishers of the possession of this feeling of reliance which allows them to view all the events of war with calmness and confidence, tempered by many heart-burnings for the many whose self-sacrifice and dogged devotion to the sternest of all duties is the basis for such confidence both at Home and in the Colonies. And realising the unanimity of this spirit in the British people, one cannot refrain from wondering how the German public are viewing each day's happenings, assuming, of course, that they are being fairly dealt with in the way of war news—and this is extremely doubtful in view of recent Teutonic Press disclosures. This much is, however, certain: the British public are confidently waiting and watching, and the progress of the war cannot but strengthen their great and characteristic spirit of calm and confident anticipation.

A series of articles on "The Principles of International Law," contributed by the King of Siam eight years ago to a Siamese magazine, have just been reprinted in book form.

A fruit stall-holder in the Central Market appeared before Mr. Wood yesterday on a charge of demanding more than the legal price for his goods. The case was remanded until Saturday.

Captain P. H. Mitchell Taylor, of the 32nd Lancers (Indian Army), who will be remembered as the A.D.C. to Sir Frederick Lugard, while Governor of Hongkong, was recently promoted to the rank of Major.

The *N.-C. Daily News* learns on high authority that the question of the inclusion of Chapei district and a big stretch of land in the Jessfield district within the Shanghai Settlement limits has been concluded, and that these territories will come under the influence of the Municipal Council in the near future.

At the Magistracy yesterday a Portuguese named Carlos Antonio dos Remedios, aged 25, was charged with behaving in a disorderly manner whilst drunk in Queen's Road Central on Wednesday. Defendant, who pleaded guilty and said that this was the first time he had got into trouble, was fined $5 by Mr. Wood.

Judgment by consent has been entered for plaintiffs in the action brought against a Des Vœux Road firm of Chinese labour contractors by a Singapore Chinese firm to recover $8,000 for provisions supplied to Singapore rubber estate coolies. The judgment was for the amount of the claim, $1,000 costs for the hearing, and other costs incurred by Mr. Needham when the case was before the Acting Chief Justice in Chambers.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Ministering Children's League (for cot in the Nethersole Hospital)	$125
To Tsai Church (London Mission Chinese)	$ 65

The donation from Mr. H. Skott announced yesterday should have been $100. It was inadvertently printed as $10.

AFRAID OF GERMAN SHIPS.

At the Marine Court yesterday, fifty-two lascars employed on the s.s. *Monmouthshire* were charged before Commander Basil Taylor, R.N., with refusing to sail on the ship according to orders, thereby delaying the departure of the vessel.

The first defendant changed his mind and said he would go back.

Another defendant refused to go to sea in the ship remarking that he was afraid of meeting German ships. It was explained that a convoy would be provided, but all, with the exception of eleven of the men, declined to resume work.

His Worship discharged twelve of the defendants. The remainder were sentenced to six weeks' hard labour, the gaol expenses to be paid from the wages due to them.

HONGKONG CRICKET CLUB.

The following will represent the Hongkong Cricket Club *v.* Craigengower Cricket Club on the Hongkong Cricket Club Ground on Saturday, 14th November, play to commence at 2 p.m.:—R. N. Anderson, D. E. Donnelly, A. L. Gace, P. Jacks, R. Kennedy, M. M. Maas, W. Manning, E. J. R. Mitchell, S. S. Moore, T. E. Pearce, and R. A. Stokes.

RUGBY FOOTBALL.

THE NAVY *v.* HONGKONG F.C.

The following have been selected to play for a Navy team against the Hongkong Club, to-morrow, kick off at 4.15 p.m.:—A. N. Other; A. N. Other, Campbell, and A. N. Other; Jenkins and Adams; Lieut. Henderson, Harrison, Spillane, Purchase, Davies, Brown, Macdonald, and Homeyard. Reserves: Evea and Duke. Anyone unable to play is requested to inform Hon. Secretary, Sports Club, *Tamar*, as early as possible.

WIRELESS TELEGRAPHY IN CHINA.

The American Consul at Hongkong has drawn up an extremely interesting and exhaustive report on the proposed telegraph and telephone construction work in China, which outlines the Government's plans for a comprehensive system of wireless telegraph stations. According to this report, stations of various degrees of power have already been established at points in the north along the coast, and in the south particularly at Peking, Tientsin, Hankow, Shanghai, Canton and Hoihow. In Canton the main station has been made the centre of a series of twelve sub-stations in Kwangtung province, and a school for the instruction of operators has been established at Canton. In Western China various stations have been established under the Board of War. Plans for much more comprehensive and powerful stations along the coast, including Peking, Hankow, Shanghai, Swatow and Canton have been prepared. The proposed system, it is said, will have a radius of 1,500 miles, and will include stations at Kalgan, near the Siberian border, and on the Pratas Island shoals, about 600 miles south of Hongkong, where a station is required for meteorological purposes and the protection of shipping.—*Wireless World.*

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINESE GOVERNMENT AND REVOLUTION CLAIMS.

PEKING, November 11th.

The Government, in a circular letter to the Legations, asks for the release of £1,000,000 held by the Banks to meet indirect claims arising from the Revolution.

It is believed that the French will now waive indirect claims, like the other Governments.

It is expected that the money will be handed over and the direct claims settled in a few days.

A NATIONAL PARK.

PEKING, November 12th.

Sun Pao Chi has inaugurated a movement to convert the grounds of the Temple of Heaven into a National Park.

OPIUM BURNING AT PEKING.

PEKING, November 12th.

The third public burning of opium took place this morning, when 1,550 taels of opium, 257 pipes and 234 lamps were destroyed.

ANOTHER DOMESTIC LOAN DISCUSSED.

PEKING, November 12th.

The promotion of the second Domestic Loan has been discussed.

THE PRESIDENT AND THE ARMY AND NAVY.

PEKING, November 12th.

President Yuan Shi-kai, as Generalissimo of the Army and Navy, has issued an Order enjoining loyalty, filial piety, restraint and righteousness on the part of the forces.

THE STATUS OF TEACHERS.

PEKING, November 12th.

The Minister of Education has recommended to the Government that teachers and instructors should be given official appointments instead of time payment.

LATE TELEGRAMS.

[FROM JAPANESE PAPERS.]

The following translations from the Japanese Press are taken from the *Japan Chronicle*:—

THE FIGHTING ON THE YSER.

FEROCIOUS HAND-TO-HAND STRUGGLE.

BRITISH TAKE THOUSANDS OF GERMAN PRISONERS.

LONDON, October 28th.

The *Times* correspondent in Northern France reports that the British routed the Germans on the Yser on the 23rd inst., but the enemy renewed the attack towards evening. The German troops, in close formation, came running across the fields, jumping over piles of newly-cut crops, and approached within a few hundred yards of the British trenches. The British discharged a terrific rifle fire among the swarming Germans at the rate of fifteen volleys a minute. Hundreds of the Germans were shot down in what seemed like a moment. Still undaunted the assailants came rushing forward again like an avalanche, and reached within 30 yards of the British trenches, shouting tremendously as they ran. So fearful was the fire, however, that they wavered before is and then began to fall back.

As soon as they saw this sign of irresolution, the British jumped out of their trenches with fixed bayonets, and attacked the Germans with cold steel. It was a most terrible encounter.

Finally the Germans set fire to a forest to cover their retreat. Soon the forest was converted into a roaring furnace, and the whole neighbourhood was lit up as though it was day. The spectacle was an awe-inspiring one.

In this battle a large number of Germans threw down their arms and surrendered. Several thousands were taken prisoner, including a General.

DESPERATE STREET FIGHTING.

The *Times* Flanders correspondent wires that the contingent of German troops who crossed the Yser at enormous cost are desperately holding the position they have taken, notwithstanding the veritable rain of shrapnel which the Belgians are directing on the invaders. The Germans, however, are pouring regiment after regiment into this most dangerous position, where they are certain to suffer extinction in case of defeat.

At Dixmude, on the other hand, fighting of the most desperate character is proceeding between the French and Germans. The German attack on Dixmude was so fierce and determined that fighting continued for 40 hours without intermission.

In spite of the vigorous resistance put up by the French, the Germans succeeded in penetrating into the town on the 26th. Subsequently the French rallied, and, after ferocious street-fighting, drove the intruders out of the town at the point of the bayonet.

THE UNDAUNTED BELGIANS.

The terrible ordeal through which the Belgians have passed during the last two months has not damped their courage in the least. Nothing daunted, they are still fighting in the trenches with admirable courage. In some cases they cannot get even good drinking water, and are quenching their thirst with the water of the canals.

They only leave the fighting-line to attend sick and wounded comrades, and then return to fight. They are in the most miserable plight, dirty and bedraggled, but fighting with unwearied determination.

THE INDIAN TROOPS IN THE FIELD.

The successful operations of the Indian troops during the past week has evoked much satisfaction. They are kept in readiness as reserves, and are sent forward in any direction whenever necessary. Bayonet charges seem to be their strong point.

A Copenhagen dispatch states that, according to a Berlin report, the Germans who were worsted by the Indian troops are thoroughly dispirited. The Indians proved themselves the superiors of the Germans, and it is stated that the latter cannot stand up to them at close quarters.

A PRISONER'S DESCRIPTION.

LONDON, October 31st.

A German prisoner states that the fighting on the Yser was an inferno of horrible sights and experiences. For a long time he fought in a trench breast-deep in water. Corpses lay in heaps around him. Exhaustion, terror, and decimation combined to break the men's spirit.

KAISER COMMANDS OCCUPATION OF CALAIS.

SAN FRANCISCO, October 27th.

The Kaiser is said to have ordered his troops to occupy Dunkirk and Calais regardless of cost. This is an imperative command, he says.

THE CHURCH OF CHINA.

ADDRESS BY THE BISHOP OF VICTORIA.

STRIKING REFERENCES TO THE "BLACK CLOUD" OF WAR.

In the course of his address to the Chinese Diocesan Conference on Wednesday the Bishop of Victoria mentioned that, as he had feared last year, the Revs. G. A. Bunbury and W. H. P. Hubbard had definitely left the diocese; the former had been appointed Vicar of Coleby, Lincolnshire, and the latter to a pastoral charge under the Archbishop of Brisbane. During the last complete year of which statistics have come to hand 254 infants and 239 adults were baptised, he had confirmed 296 Chinese, and some 600 catechumens were awaiting baptism. Speaking as to the structural progress which had been made during the year, the Bishop said that a new mission station had been opened at Nanning Fu. The scheme for the new mission to Yunnan Fu is making progress, and suitable premises have been acquired. At Liem-Chau a new ladies' house has been erected by the ladies, and by the liberality of one of these a large new Church is in course of erection. It was at Canton that their work was being specially strengthened. The C.M.S. had acquired a spacious compound where missionaries would reside and where several branches of educational work would be carried on. So far no development had taken place on the East Cross Street site. After emphasising the duty of a vestry, the Bishop said that he had less progress to report in connection with the country places than in former years. One reason was that parts of the province of Kwangtung were unhappily still far from settled, and clan fights were still taking place, and robbers and pirates rendered the movements of church workers very perilous. In one case an entire village had been destroyed, including the building dedicated as a Christian Church, and many of the inhabitants were rendered homeless and destitute. He did not know how far wrong-doing in the past on the part of the oppressed accounted for the action of the enemies, but this was a case in which those who took the sword would certainly perish by the sword. The Diocesan boys' and girls' schools continued to thrive, and though not exclusively for Chinese, it greatly helped the Chinese Church by providing an excellent education, and, in a few cases, by producing teachers for their Church schools. The Eyre Diocesan Refuge for women and girls, after six years' splendid work, was now passing through a grave crisis. The ladies who had resided there and superintended the work had all left, and it was only with difficulty that the work could be carried on until homes are found for the 45 inmates who owed so much to the Refuge. Whatever is the future of the Diocesan Refuge, the little Chinese Church known as St. Mary's stood upon land belonging to the Church and would be continued as a place of worship and centre for evangelisation at that end of Victoria. The changed lives and happy homes of the many who had passed through the Refuge would be a perpetual testimony to it. The Ordination candidates had made great progress during the year, and a few suitable and well-trained men were offering themselves for the ministry of the Church in China. As to how these ministers were to be supported the Bishop said:—"If you want pastors to minister to you the word of God and the sacraments you must pay for them; and you must give them a living wage. The man who is called to a ministry must make sacrifices. He will never be able to earn as much in the ministry of the Church as he would have done in business, or any learned profession. But the lay members of the Church must also make sacrifices to support him properly. His mind must be kept free from all financial worries. You cannot have educated pastors unless you are willing to pay them sufficient to maintain their families in a manner worthy of the position. To do this, and to supply the necessary increases in the number of pastors you support, involves an immediate doubling of the money you give for the maintenance of Chinese clergy. Even then, I do not think the 3,000 odd Chinese adherents in this diocese will be giving to the ministry of their Church much more than they would have been giving to the up-keep of ancestor worship and Buddhism had they remained not Christians. Further, the responsibility for evangelisation of the new Christians around you must increasingly fall upon the Chinese Church. In this the older Churches, and especially the Church of England, will, I know, gladly continue to help you so long as you need and desire such help as foreign Churches are able to give. But the work must now be yours, not theirs." Continuing, the Bishop said that he rejoiced that the committee of the General Synod of the Church of China proposed to form a purely Chinese Board of Missions to appoint and support a Chinese Bishop and staff to evangelise some province in China, entirely independent of any Western missionary society. He asked them to remember that every Church member was an evangelist, and he hoped the wealthier Chinese Christians who had shown such remarkable generosity towards educational missionary institutions would be equally earnest about the evangelisation of their fellow-countrymen. There was also great scope for the development of Chinese Sunday Schools. Returns which had reached him showed that there were only 500, and some of these were dependent upon the C.M.S. institutions. Why, asked the Bishop, should not the better educated members of the Chinese Church voluntarily devote some of their time every Sunday to teaching the young the great truths of the Gospel? The General Synod next year would, he hoped, arrange for a new edition of the Prayer Book which will conserve the treasures of devotion that come to the Church of China through centuries of association with the Western church, and at the same time provide for the elasticity required by the growing Church in China.

In conclusion, the Bishop referred to the great war in Europe in the following terms:—"The terrible European war hangs like a black cloud over us all the time. I am firmly convinced that the Allies are fighting not only for the welfare of England, France and Russia, but for the cause of freedom throughout the whole world, in Asia as well as in Europe, and for righteousness as opposed to brute force. And while I am persuaded that God will use it for the furtherance of this cause in the end, I deeply deplore it. It has checked the offers of service and stopped for the time some of the workers who would have come to help us. It sets back the cause of reunion of Christendom, it diminishes the supply of money that the Western churches were giving towards the evangelisation of China, it absorbs much of our best thought and prayer that would otherwise have been given to the building up of the Church here, and it also fills us with sorrow for the thousands who, through no fault of their own, are plunged into the miseries of war. And, above all, it proclaims to the whole world what is a fact: that the great mass of nations who have had the blessing of Christian truth for many centuries have not even yet allowed its teaching to guide their international relations. The war has revealed the great gulf there is between the Gospel of Christ and the principles by which the Western society has allowed itself to be governed. You must distinguish between the Western nations and the religion which some of them profess. You must trust in God who sits upon the throne judging right. You must not allow the devil's work to shake your faith. It should make you all more earnest in prayer. . . . The cause of unity is very dear to all our hearts, and we must not allow the strife of nations to blind us to the fact that Christians, of whatever race, and however intense their loyalty to their earthly national allegiance, all are one in Christ Jesus."

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THE WAR.

[*THROUGH REUTER'S AGENCY.*]

THE STRUGGLE IN FRANCE AND BELGIUM.

BATTLE RESUMED WITH THE GREATEST INTENSITY.

HEAVY GERMAN LOSSES ON THE BRITISH FRONT.

GERMANS TAKE DIXMUDE.

LONDON, November 11th.
6.30 p.m.

To-day's Paris *communiqué* says:—

On our Left Wing the battle was resumed yesterday with the greatest intensity from Nieuport to Lys. Our front in a general way has been maintained despite the violence and strength of the German attacks against our *points d'appui*.

We re-occupied Lombartzyde and advanced beyond this point.

The Germans, however, towards the end of the day succeeded in taking Dixmude. We continue to hold the outskirts of the town and hold the canal from Nieuport to Ypres. The Canal has been strongly occupied.

The struggle was of the fiercest character at these points.

The British were also attacked at several other points, but everywhere they stopped the enemy.

There is no change on the remainder of the front, except progress by our troops northward of Soissons and westward of Vailly. Otherwise, the weather only allowed action in detail, which was favourable to our arms.

We especially hustled the enemy at Coincourt, north of the Forest of Parroy.

LONDON, November 12th.
1.30 a.m.

The evening official statement issued at Paris says:—

The enemy throughout the day continued yesterday's effort without achieving any fresh result.

He made a counter-attack on Lomboertzyde but was repulsed.

The enemy also made vain attempts to debouch from Dixmude on to the left bank of the Yser.

There is nothing new to report from the rest of the front.

KING'S MESSAGE TO SIR JOHN FRENCH.

LONDON, November 10th.

H.M. the King has telegraphed to Field Marshal Sir John French as follows:—

"The splendid pluck and endurance of the troops who are engaged in desperate fighting against vastly superior forces fills me with admiration. I am confident of the final result of their noble efforts under your able command."

[*Official Telegram from French Government viâ Peking.*]

GERMANS EVERYWHERE CHECKED AND SUFFER HEAVY LOSS.

LONDON, November 9th.

A vigorous action has been fought between the sea and the region of Armentieres. The day has been marked by German attacks in considerable force south and east of Ypres and by the sensible progress of the Allies around Bixchoote and between Ypres and Armentieres.

The Germans sustained heavy losses on the British front, and were energetically repulsed between La Bassee Canal, the Oise and in Woevre.

In the Vosges heavy fog stopped general operations. The Germans encountered a new check south of St. Marie Pass, where they abandoned between 500 and 600 killed. All their attacks failed and were repulsed with heavy losses.

LONDON, November 10th.

The fighting between Nieuport and the Lys has been resumed with much strength. In every way the Allies have maintained their front. They have also made appreciable progress north-east of Nieuport, but at the end of the day the Germans succeeded in taking Dixmude.

The Allies are continuing to hold strongly the surroundings of this small town on the Nieuport canal.

The British troops have been attacked at several parts of their front, but have everywhere checked the enemy.

The general situation remains unchanged along all the line, though there has been some small progress on the part of the Allies north of Soissons and on the right bank of the Aisne.

THE PROGRESS OF THE RUSSIANS.

BATTLES IN EASTERN PRUSSIA.

LONDON, November 12th.
2.30 a.m.

A Petrograd official message states that the Russians are nearing the Mazurian Lakes. In the region of Eastern Prussia there have been battles in the Goldap, Mlava and Soldau districts, favouring the Russians.

The vigorous Russian offensive continues in Galicia.

REPORTED PRELIMINARY OFFERS OF PEACE TO RUSSIA.

LONDON, November 10th.

The *Morning Post* publishes a message from its Rome correspondent to the effect that Germany, becoming alarmed at the Russian successes, has made preliminary offers of peace to Russia, who rejected them.

[*THROUGH REUTER'S AGENCY.*]

THE TURKISH CAMPAIGN.

RUSSIANS TURN TURKISH OUTFLANKING MOVEMENT INTO A ROUT.

LONDON, November 12th.
1.25 p.m.

An official announcement at Petrograd states that the Russians have turned the attempted outflanking movement by the Turks (under German leadership) at Koeprikoei into a rout, capturing prisoners and ammunition.

The Russians have occupied the whole of the Alaschkert valley.

MILITARY DESPOTISM.

LONDON, November 10th.

A White Paper issued to-night shows Great Britain's infinite patience in dealing with Turkey, and makes it clear that Enver Pasha (leader of the Young Turks Party) and the Germans are responsible for the war; the best classes in Turkey being helpless in face of military despotism.

MOSLEM LOYALTY TO GREAT BRITAIN.

LONDON, November 10th.

Mr. Harcourt, Secretary of State for the Colonies, has expressed the Government's gratification on receipt of loyal messages from the Sultan and Moslems of Zanzibar, and also from His Majesty's subjects in Cyprus, denouncing the action of Turkey.

BRITISH MERCHANTS MADE PRISONERS.

LONDON, November 10th.

The British Consul at Basra, Turkish Arabia, has been released, but the Turks have detained eight British merchants and numbers of Indians.

TURKISH FORTS DESTROYED.

PARIS, November 10th.

The Allies' Fleet has destroyed the Turkish forts of Sedibakr and Koukale.—*Havas Telegram.*

THE KING OPENS PARLIAMENT.

SPEECH FROM THE THRONE.

LONDON, November 11th.

H.M. The King opened Parliament to-day in person, but with diminished ceremonial. Troops from the Dominions and from India lined the route to the House of Parliament.

The King's Speech ran:—

"The energies and the sympathies of my subjects in every part of the Empire are concentrated on the prosecution of the war to a victorious issue.

"My Musselman subjects know well that the rupture with Turkey was forced upon me, against my will. I recognise with appreciation and gratitude the proofs they have hastened to give me of their loyalty, devotion and support.

"My Army and Navy continue to maintain in full measure their glorious traditions.

"We watch and follow their stedfastness and valour with thankfulness and pride. There is throughout the Empire a fixed determination to secure, at whatever sacrifice, the triumph of our arms and the vindication of our cause. Due financial provision will be asked for the effective conduct of the war, and only measures will be submitted for the attainment of the great purpose on which the efforts of the Empire are set."

The speeches and addresses were noteworthy for their non-party spirit.

Mr. Bonar Law emphasised that there would be no amendments and only a non-partisan discussion. He considered the Allies' position good and said their resources were far greater than those of their enemies. Already the economic effect of the war was being felt in Germany.

Mr. Asquith, the Prime Minister, expressed his warm appreciation of the tone of Mr. Bonar Law's speech and of the Empire's world-wide sympathy. The war, he said, might last a long time, but the longer it lasted the more would the great resources of the Empire be available. The Empire was on its trial, but we could confidently hope to emerge champions of a just cause.

The House of Lords have adopted the Address.

ANOTHER RECRUITING BOOM IN GREAT BRITAIN.

THOUSANDS OF MEN COMING FORWARD.

LONDON, November 10th.

The boom in recruiting has restarted. Two thousand men were enlisted in London yesterday. Seven thousand have been enlisted in Newcastle in three weeks.

Permission to form a third Scottish battalion at Newcastle was only accorded on Friday and the battalion was completed by Monday.

The Parliamentary Recruiting Committee, with the sanction of the War Office, is asking householders for returns of members of households willing to enlist.

BANK OF ENGLAND'S IMMENSE GOLD RESERVE.

LONDON, November 12th.

The Rt. Hon. F. Huth Jackson, P.C., a Director of the Bank of England, announced at a meeting of the Institute of Bankers that the gold reserve of the Bank of England stood at the unprecedented figure of sixty-nine and a half millions.

[*THROUGH REUTER'S AGENCY.*]

CAPTAIN OF THE "EMDEN" A PRISONER.

TWO HUNDRED OF CREW KILLED AND THIRTY WOUNDED.

SURVIVORS ACCORDED DUE HONOURS OF WAR.

LONDON, November 11th.
4.10 p.m.

The Admiralty announces that the Captain of the *Emden*, Captain Karl von Mueller, and Prinz Franz Joseph of Hohenzollern, who was a Lieutenant on the cruiser, are both prisoners and are unwounded.

The Admiralty also states that all honours of war were given to the survivors, and the Captain and officers were not deprived of their swords.

It is unofficially reported that the losses suffered by the *Emden* were 200 killed and 30 wounded.

[The naval lists give the *Emden's* complement as 320.]

BRITISH TORPEDO-GUNBOAT SUNK BY A SUBMARINE.

LONDON, November 12th.
1.50 a.m.

It is officially announced that H.M.S. *Niger* was torpedoed by a submarine in the Downs and foundered.

All the officers and 77 of the crew were saved. Four men were injured. It is believed that none perished.

[H.M.S. *Niger* was a torpedo gunboat probably serving as a mine-sweeper. Her displacement was 810 tons, and she was completed in 1893.]

RUMOURED SINKING OF U.S. CRUISER BY TURKISH MINE.

LONDON, November 12th.

There is an unconfirmed rumour in Washington that the United States cruiser *North Carolina* has been sunk by a Turkish mine at Beirut.

["*DAILY PRESS*" *EXCLUSIVE SERVICE.*]

BRITISH CASUALTIES AT TSINGTAU.

PEKING, November 11th.

The British casualties at Tsingtau were:—

Non-commissioned officers and men killed	12
Died from disease	1
Wounded	56
Officers wounded	5

Kapitan zur See Meyer-Waldeck, the Chief of Staff at Tsingtau, was wounded.

[*THROUGH REUTER'S AGENCY.*]

LORD KITCHENER'S TRIBUTE TO JAPAN.

LONDON, November 11th.

Lord Kitchener, Secretary of State for War, in his speech at the Guildhall, said:—"To Japan, whose sailors and soldiers victoriously displayed their gallantry and fine military qualities side by side with our men, I wish to testify the admiration, respect, and gratitude of their comrades in the British Army."

AMNESTY FOR SOUTH AFRICAN REBELS: LEADERS EXCEPTED.

LONDON, November 12th.

A message from Pretoria states that a Government Proclamation promises an amnesty to the rebels surrendering themselves before the 21st inst., the leaders of the rebellion excepted.

WAR NEWS.

GERMAN PROPOSALS TO FRANCE.

ALLEGED INTRIGUE THROUGH SOCIALISTS.

LONDON, October 31st.

The *Daily Chronicle* correspondent in Paris and the *Standard* correspondent in Bordeaux send independent reports both stating that, since the French people are suffering severely through the war, the German Government has thought it an opportune time to make an attempt to estrange France from her Allies and induce her to conclude an individual peace treaty with Germany. For this purpose, it is stated, the German Government is making use of the German Socialists. These, working through the medium of the Dutch Socialists, are conveying the message to the French Socialists that Germany is not fighting with any animus against France, whose military valour she admires, and does not regard France as her chief enemy. The enemy is England, who by her machinations has induced France and Belgium to make war for her on Germany. To induce France to see the war in this light, it is stated that Germany offered her, as the price of an individual peace, part of Alsace-Lorraine, to compensate herself for which she would annex northern Belgium, including Antwerp. The French Socialists, however, did not pay much attention to this logic, but the present great war is a struggle for freedom, in which France's Allies are giving her their utmost and loyalest assistance. They therefore rejected these overtures. Having failed in this direction, the report continues, the German Government did not give up, but is now making advances to the French manufacturers and merchants on the same lines.

The correspondents' messages further state that the German Government finds the present United States Ambassador in France unsympathetic, and is using all its influence with the United States to get him recalled. Of this, however, there is little prospect. The Ambassador is a courageous, resolute, and impartial observer, and President Wilson, who receives from him and from other sources full reports on the situation, appreciates the importance of using the utmost discretion in directing America's great influence to the cause of peace. Of any peace treaties there does not yet seem to be the least early hope.

THE GERMAN CRUISER "GEIER."

A few days ago a telegram received through Reuter's Agency informed us that the German cruiser *Geier* had "entered" Honolulu. We suggested that the word "entered" was probably a mistake for "interned."

The following paragraph from a recent Japan paper goes to confirm our supposition:—

"With reference to the German warship *Geier*, which is now taking refuge in the port of Honolulu on the pretext of conducting repairs, the *Asahi* says negotiations are in progress at Washington between the British and Japanese Ambassadors, on the one hand, and the U.S. Government on the other. There is no reason, says the journal, to doubt the sincerity of the Washington Government in observing neutral obligations, and both Great Britain and Japan intend to leave the matter in its hands. It is believed, adds the paper, that ere long the German vessel will be disarmed."

GERMAN FLEET TO BE FROZEN IN?

As the German fleet persists in refusing to accept our sailors' invitations to put to sea and "have it out," an impatient retired naval officer asks whether we are to wait for a severe frost in order that the German warships shall be captured by cavalry. The Dutch fleet was so captured in the Texel in 1794 by French hussars belonging to the army of General Pichegru.

NOTICE.

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All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

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NOTICE.

MEMBERS desirous of Subscribing for a SUBSCRIPTION GRIFFIN for the next Race Meeting will oblige by sending their names in to the Undersigned on or before the 20th November.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 12th November, 1914. [1347

ZIANGBE RUBBER COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai on MONDAY, the 16th of November, 1914, at 4 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 16th November, 1914, both days inclusive.

By Order of the Board of Directors.
J. A. WATTIE & Co., LTD.,
Secretaries and General Managers.
[1344

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BENJAMIN & POTTS,
Liquidators.
Hongkong, 7th November, 1914. [1339

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[1176

INTIMATIONS

PUBLIC LECTURE AT THE CITY HALL.

A LECTURE, to which all are invited, on "HIGH AND LOW TEMPERATURES," illustrated by experiments, will be given by PROFESSOR C. H. ROBERTSON, at the CITY HALL, TO-DAY (FRIDAY), the 13th November, 1914, at 5.15 P.M.

H. E. POLLOCK,
Hon. Secretary,
HONGKONG ODD VOLUMES SOCIETY.
Hongkong, 9th November, 1914. [1338

ST. ANDREW'S SOCIETY.

MEMBERS are notified that applications for Seats for the CONCERT on ST. ANDREW'S DAY are coming in rapidly and that all Seats in the Dress Circle have been taken.

There are still Seats available in the Stalls ($5.00) and Pit ($3.00). Special Seating accommodation will be provided in the latter part of the Theatre.

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A. L. SHIELDS,
Hon. Secretary,
Care of Messrs. SHEWAN, TOMES & Co.
Hongkong, 9th November, 1914. [1340

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992

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Hongkong, 29th October, 1914.

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to mark the progress of
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Hongkong, 28th October, 1914. [1239

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Hongkong, 29th October, 1914. [1305

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GODOWNS, at Wanchai Road.

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BANKS

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Silver...	$18,000,000
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Reserve Liability of Proprietors	$15,000,000

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Chief Manager.
Hongkong, 11th November, 1914. [15

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Paid-up "	... 562,500
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A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [149

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FOREIGN EXCHANGE and General Banking business transacted.

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Hongkong, 8th June, 1914. [1494

HONGKONG SAVINGS BANK.

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [16

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HEAD AGENCY: BATAVIA.

LONDON BANKERS:
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SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1914 [21

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

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Capital Paid-up	" 8,750,000
Reserve Funds	" 3,790,000

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K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [1211

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THE SAME TO-DAY AS IN

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can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No home

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Sold everywhere in boxes,
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Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

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THE TSAR'S ARMY.

THE RUSSIAN OFFICER OF TO-DAY.

An intrepid horseman, a magnificent dancer, dashing and smart, clad in uniform and spurs (those spurs were inevitable), often drunk and always charming, such was or is still—the popular conception of a Russian officer, writes Sasha Kropotkin in the *Daily News and Leader*.

Many years ago, in a very modified degree, this may have been somewhere near the mark. But this was indeed long ago. Above all, it was before the Russo-Japanese war. There were of course thousands of Russian officers in that war who distinguished themselves in the face of terrible odds, and displayed foresight, organizing power, and resistance; yet there were others who proved inefficient, lacking in knowledge, and often in moral stamina. It was necessary that such men should be eliminated by the time Russia went to war again. And that she would go to war at no very distant date was an acknowledged fact even at that time. Every Japanese victory was hailed with delight in Germany. Also a sinister fact, one not known to the general public, was the absolute unreliableness of the projectiles supplied by German firms to the Russian Army. It was impossible, owing to the inaccuracy with which they had been made, to calculate in firing them where they would fall. Whether these projectiles were manufactured so inaccurately by design or accident is not known, but the fact was considered significant of Germany's attitude.

THE NEW SCHOOL.

Immediately after the Japanese war Russia set about reorganizing her army, paying enormous attention, amongst other things, to the officers. Of the existing staff, 37 per cent. were eliminated from active service.

Officers of the Russian Army are drawn from all classes, anyone having finished a gymnasium course (secondary school) and completed two or three years in a special military academy, being eligible. Great numbers of them are also men with a university education. These qualifications, though sufficient to procure a commission, will not help a man to promotion, which formerly was largely automatic.

To begin with, great attention is paid to the moral calibre of the men. Drunkenness and gambling are no longer winked at by superiors, nor is looseness in money or other matters. The lodging of complaints by soldiers against their officers has been greatly facilitated, and a number of complaints against the same man will certainly lessen his chances of promotion. A man who is known to be a drunkard now can never reach the rank of captain. It is obvious from this that the officers, taken as a whole, are far steadier and more reliable to-day than they were some years ago.

But an even more important innovation is the tremendous amount of up-to-date knowledge of military matter which is required from the officer. To this end evening lectures have been arranged in each regiment, the attendance of which is compulsory. These lectures deal with tactics and every branch of military science. Problems of all possible kinds are set, and their solutions must be presented at the following lecture. Every facility is afforded in obtaining the latest works in all languages on military matters, and the officers are expected to keep *au courant* of all innovations. On the other hand, far less time is devoted to unnecessary parades, and much more time is spent in camp and in manœuvres. Where formerly only six weeks were spent in manœuvres, now six months are devoted to them and three months of these are spent in camp.

THE CONQUERING SPIRIT.

The Russian is by nature generally anything but bellicose. He is too good-natured, often too lazy and easy-going to be what is usually considered an ideal soldier. But he has another quality which goes further than sternness in holding an army together—especially when the tide is going against it—and that is a truly democratic spirit.

The married officers usually spend only such time as is absolutely necessary with their men, but the unmarried ones spend every moment they can spare with them. They write interminable letters for the soldiers (who are often completely illiterate), beginning with "I send my greeting to mother, father, grandmother Maria, and grand-aunt Anna, to grandfather Nicholas, and my brothers and sisters. . . ." A list follows, and then the whole village is enumerated. Sometimes a rouble accompanies the letter, often contributed to by the officer, who also provides paper and stamps. When these items, small in themselves, are drawn from a salary of 100 or 110 roubles a month, a certain amount of self-denial is involved on the part of the officer.

Then, also, the officers spend much of their time reading to the men, teaching them, taking them to cinematographs where there are films of educational value, and generally doing what they can for their welfare. As a result, the men trust their officers completely, and the ties which bind them together are very strong. And since it is not what every man can do, but what he can't do and still does, which wins battles, it is of incalculable value that the officers should be men who can inspire their soldiers to that supreme effort. That the Russian officer of to-day, who lives on such good terms with his men, is of this stuff will be proved in the present campaign.

KNOWLEDGE AND ENTHUSIASM.

In time of war the officer of the reserve also plays an important part in the success of an army.

There are supposed to be seven officers to every battery; usually there are only five. In time of war the battery is enlarged and split into two. There are, therefore, only two or three ordinary officers to each half; the rest are officers of the reserve. Sixty per cent. of these are men of university education, and, though their knowledge of military matters cannot obviously be as complete as that of a proper officer, they have been well grounded, and the fact that at various times since serving their term of military service they have been in camp for certain periods fits them for service. What they lack in knowledge they will more than make up in enthusiasm in this war. German culture is respected in Russia, but the appalling results of fanatical militarism have been realized only too well, and besides, every Russian is a patriot, and will fight for every inch of his country.

The army which Russia has put into the field is a different "proposition" to the one she sent out, man by man, to the Far East ten years ago. The entire army has been completely rearmed and reorganized, especially the artillery, which is magnificent, and the officers are men efficient, steady, willing and ready to die, and, above all, absolutely confident of the loyalty of their soldiers.

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INDO-CHINA BRICKS. TILES. PIPES.

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BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

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MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

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ALWAYS IN STOCK.

[1049-2

BRITISH ENGINEERING AND THE CHINESE MARKET.

The British Engineers' Association Incorporated) has now convinced 250 British manufacturing engineers with a combined capital of about £100,000,000 that it is to their advantage to belong to the Association. In addition to establishing its headquarters in London, it has sent out to China a Chief Commissioner and an engineer assistant, who actively investigate and report weekly to the Association as to possibilities of suitable contracts and what should be done in the best interests of members. The Chief Commissioner is in frequent communication with the British Legation in Peking, and has already done much valuable work. Frequent reports containing useful information have been issued to members as a whole, and special communications to sections interested in particular contracts. It has already brought contracts to the notice of its members which they never otherwise would have obtained, and has arranged that materials and machinery for certain large contracts shall only be purchased from its members. The Association has established cordial relations with the Foreign Office, and has obtained support collectively which it was previously impossible to extend to individual manufacturers. It is also co-operating with the Foreign Office in the appointment of British engineers and advisers to the Chinese Government. It has succeeded in obtaining the appointment of a British engineer as mining adviser to the Chinese Government, and is endeavouring to secure other kindred appointments. The Association has prepared and issued an official directory setting forth the manufactures of each of its members. This index is now being sent not only to merchants in China, but also to every British commercial attaché, consular official of importance, and trade commissioner throughout the world. This is being done with the full sanction and approval of the Foreign Office and the Board of Trade. Membership of the Association carries with it the immediate and practical support of British consular officers without reference to headquarters. Realising that under present conditions in China and elsewhere many contracts can only be obtained by a system of long credit, the Association is creating a Financial Trust, which will enable members to receive cash on delivery (from that Trust) instead of waiting for the purchasers' deferred payments. The operations of this Trust are not confined to China, but are directed to any sound contract undertaken by members. The want of such financial assistance has caused the majority of valuable orders in China to be placed in Germany and on the Continent, where co-operation between banks and manufacturers rendered deferred payment a simple matter until the outbreak of the war. Now, however, that Germany's financial credit has been shattered it is improbable that that country will either be in a position to lend money to China for the purpose of purchasing engineering plant or to give long credits on contracts with the Chinese or anyone else. The necessity for a financial Trust, however, which will enable our engineering firms to give credit in connection with reasonably secure contracts will be more imperative than ever under the new state of affairs. The financial upheaval will unquestionably cause many sound customers who until now have been in the habit of paying cash for their engineering plant to ask for extended payment. This must be one of the inevitable effects of the war even when the Allies come out of it triumphant. It would be a fatal economic mistake if British engineering firms were obliged to lose that trade which they now have so great an opportunity of securing merely because our manufacturers could not afford to give credit to sound customers.—*The British Trade Journal.*

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

1.—Parade for Nos. 1, 2 and 3 Companies on Tuesday, 17th inst., and for N.C.O.'s on Friday, 20th inst., as ordered.

2.—There will be a Field Day on Sunday, the 22nd inst. Particulars will be announced later.

3.—With reference to previous orders for Alarm Posts the following further orders will take effect from to-day's date:—

Men living in Kowloon will report themselves at Whitfield Barracks, where they will await further orders.

Men living at Quarry Bay will report at the Main Gate of the Taikoo Sugar Refinery and await further orders. The Senior at each place will be responsible that the names of all attending are taken and sent in to the Adjutant.

L. G. BIRD, Captain,
Adjutant, H.K.V.R.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

MUSKETRY.

1.—Recruits of the undermentioned sections will attend at King's Park Range to fire Part I of the Musketry Course as follows:—Saturday, 14th November, at 2 p.m., Nos. 1 and 2 sections Artillery Battery. Sunday, 15th November, at 9 a.m., Left Section Machine Gun Company and Civil Service Company.

CORPS STORE.

2.—It is again notified for information of all members of the Corps that the Store will only be opened for the issue of stores between the hours of 3 p.m. and 5 p.m.

TRAVELLING CLAIMS.

3.—Cheques for the above for September are now ready for O.C.'s of sections, who should apply to the Office.

PARADES.

4.—Parades for to-day, the 13th of November, nil.

DETAIL.

5.—On duty, Group 3.
Officers on duty, Capt. Stewart, Lieut. Wright and 2nd Lieut. Murphy.
Orderly Officer, 2nd Lieut. Murphy.
Guard to-night, Centre Section Machine Gun Company.
Orderly Sergeant to-night, Corporal Bolton.

C. V. S. SKRIMSHIRE, Capt. R.A.,
Staff Officer H.K.V.C.



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HOW GERMANS ARE DOPED.

ENGLISHWOMAN'S PUPILAGE.

[FROM THE "PALL MALL GAZETTE."]

Instances are overwhelming of the way in which Germany has so thoroughly dosed her people with the official view that nothing short of absolute and utter defeat will ever open their eyes to facts. But it is not only the native German who has suffered from this process. Even highly intelligent aliens after living in the Fatherland for any considerable length of time have become more or less imbued with the same implicit faith in its victorious destiny and the inevitable collapse of all other nations who try to thwart it in the achievement of its purpose. Some of these forced converts to the German view are English people without a blemish on their loyalty to the British flag, but having completely imbibed the teachings of the German Press, they find it difficult on arriving over here to eradicate this evil influence and build up a new conception of the situation.

The following talk is with an Englishwoman who has been resident in a leading German city for over ten years, but who has just returned in one of the first batches of exchanges. A member of the intellectual international colony, she has had exceptional access to the inner circles of German thought and aspiration, and frankly confesses her admiration for Germany's energy, organizing gifts, and progress. But she goes considerably further than this. She dwells on the succession of German "victories" since the war began, ascribes the inactivity of our Fleet to a wholesome fear of the enemy's naval strength, is not aware that our troops have done anything remarkable, and practically ignores the Russian advance. As for the idea that either the Russians or the Allies can ever enter Berlin, she finds it unthinkable, her mind is still so dazed to the light.

SEVEN WEEKS' ABUSE.

"Why did you leave," she was asked, "if the official point of view concerning the war was so acceptable?"

"I left because I simply could not bear to hear England so abused," she answered. "I stood seven weeks of it, and then I could listen to it no longer. For you must remember, I am not pro-German."

"Not in feeling, perhaps, but certainly in opinion," was the reply. "So far you have been giving off the German view since your arrival, and you have not had a chance of consulting the facts from better sources."

"But when I read the English papers," our informant urged, "I see reported there atrocities which are simply incredible to anyone who knows many officers and men of the German army as I do."

When it was put to her that the English papers have been suppressing many atrocity accounts for the very good reason that there are more cases than enough already accumulated, she admitted that no such restraint is exercised in the German Press, adding that the accounts given of Russian behaviour on the eastern frontier have exceeded anything published here of German barbarities in Belgium. Presently she also admitted the probability that when the Allies entered Germany, similar accounts would appear vilifying our troops, and this is a prospect that no one can shirk. But the contingency of the Allies ever crossing the frontier was beyond her belief.

THE RETREAT FROM PARIS.

"How do you account," it was asked, "for the Germans turning away from Paris?"

"Simply because the '42' guns had not arrived," was the ready answer, and when the '52' guns come into action the Germans will carry all before them!"

"Did you find no detached point of view anywhere in German society?"

"Yes. A discussion arose one day among a group of us about the permission given to German officers to use the revolver in support of discipline. A professor added that a senior officer might shoot a junior officer down without being called to account. Thereupon a French lady who was present said:—'Perhaps this explains the heavy mortality among your officers.' But, of course, this remark was regarded as a mere flash of wit to enliven discussion, and nothing else was said on the point."

The same scepticism, it appeared, prevented our informant from considering the chance of any of the States of the German Empire breaking away, even under the influence of sudden disillusion concerning the "invincibility" of Prussia. Enlightenment of that kind is an experience from which the Kaiser's Empire has, so far, been exempt, and as it has never cultivated the gifts of insight or imagination, that exemption must continue for a while.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Siberia* arrived at San Francisco on the 9th November.

SHIPPING

ARRIVALS.

GLENTURRET, British str., 3,025, F. T. Jones, 12th November—Singapore 4th November, General.—Shewan, Tomes & Co.

LIANGCHOW, British str., 1,220, Benson, 12th November—Swatow 11th November, General.—Butterfield & Swire.

PHEUMPENH, British str., 1,065, W. C. Bird, 12th November—Saigon 6th November, Rice and General.—Order.

YERIMO MARU, Japanese str., 3,284, N. Yanagi, 11th November—Moji 6th November, Coal.—Mitsui Bussan Kaisha.

SHIPPING REPORT.

The British str. *Pheumpenh* reports: Left Saigon with moderate N.E. winds, held same till Paracels; thence moderate N.E. gale, heavy high sea. Weather fine, clear and cloudy.

PASSENGERS.

ARRIVED.

Per *Pheumpenh*, from Saigon, Mr. J. Renolds.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship

"ATLANTIQUE,"

Captain Charbonnel, will be despatched for MARSEILLES, without transhipment, on TUESDAY, 17th November, at 1 P.M.

Ports of Call:—SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID.

P. THOMAS,
Agent.

Hongkong, 30th October, 1914. [2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"NUBIA."

Captain A. B. Garwood, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 20th November, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. MEDINA from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. PERSIA, due in London on the 1st January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th November, 1914. [1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 12th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.06	30.06	30.02
Temperature	75	70	75
Humidity	62	69	65
Wind Direction	East	East	East
" Force	5	4	3
Weather	b	c	c
Rain		—	—

Highest open air Temperature on 11th... 74

Lowest open air Temperature on 11th .. 70

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NUBIA	Brit. str.	—	A. B. Garwood R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON & GENOA VIA SINGAPORE, &c.	NELLORE	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 25th inst.
LONDON & HULL	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 24th Dec.
MARSEILLES VIA PORTS	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	YASAKA MARU	Jap. str.	—	Yamawak	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PUGET SOUND, &c.	GLENROY	Brit. str.	—	H. W. L. Holman	JARDINE, MATHESON & Co., LD.	On 24th inst.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 26th inst., at 3 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 9th Dec., at 3 P.M.
BOSTON & NEW YORK VIA SUEZ CANAL	CITY OF BRISTOL	Brit. str.	—	Henderson	THE BANK LINE, LIMITED	On 11th Dec.
SAN FRANCISCO VIA SHGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	Emory Rice	PACIFIC MAIL S.S. Co.	On 1st Dec., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	Ohkama	TOYO KISEN KAISHA	On 8th Dec.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERSIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 16th Dec., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	Quick despatch.
AUSTRALIAN PORTS	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	To-morrow, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
JAPAN	TSIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	YATSHING	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., LD.	On 26th inst., at D'light.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 23rd inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 20th inst., at 5 P.M.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 15th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	KANCHOW	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMAZONE	Fren. str.	—	Costa	MESSAGERIES MARITIMES	On 17th inst.
SHANGHAI & KOBE	NAGOYA	Brit. str.	—	W. H. Sweny, R.N.R.	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	RANGOON MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 18th inst.
SHANGHAI	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, KOBE & MOJI	ESANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LD.	On 21st inst., at D'light.
SHANGHAI & KOBE	NAMSANG	Brit. str.	—	Gilroy	JARDINE, MATHESON & Co., LD.	On 28th inst., at D'light.
SHANGHAI, MOJI & YOKOHAMA	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI	TITTAROHM	Out. str.	2 h.		JAVA-CHINA-JAPAN LINE	Quick despatch.
VLADIVOSTOK VIA JAPAN	TAMBOV	Rus. str.	2 h.	Alexiev	RUSSIAN VOLUNTEER FLEET	About 16th inst.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	1 m.	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 21st inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	2 h.	K. Hattori	OSAKA SHOSEN KAISHA	On 25th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 15th inst., at 10 A.M.
AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 3 P.M.
AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 21st inst., at 3 P.M.
SWATOW & BANGKOK	CHINKIANG	Brit. str.	1 m.	G. B. Ainslie	BUTTERFIELD & SWIRE	On 15th inst., at D'light.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	On 15th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 17th inst., at 1 P.M.
MANILA	YUPUSANG	Brit. str.	—	Tough	JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 21st inst., at 3 P.M.
MANILA, CEBU & ILOILO	TSAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TUPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	PEKING MARU	Jap. str.	—	S. Yamane	OSAKA SHOSEN KAISHA	On 15th inst., A.M.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 23rd inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	Naguchi	NIPPON YUSEN KAISHA	To-morrow.
SINGAPORE & PENANG	HOPSANG	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., LD.	On 16th inst., at 3 P.M.
SANDAKAN	CHUNSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., LD.	On 16th inst., at Noon.

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NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		From L'POOL		From VANCOUVER						
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	Sailings Temporarily Withdrawn.				—	—	—	—	—	—	—

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1491]

WEATHER REPORT.

On the 12th at 11.00 a.m.—Pressure has decreased moderately over N. China and slightly over S. China, Indo-China and the Philippines. An anti-cyclone is now central over Mid-Japan.

The monsoon will moderate over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	E. and S.E. winds, moderate; fine.
Formosa Channel	N.E. winds strong to mo. derate.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

12TH NOVEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock	7 a.	30.28	28	—	—	0	0
Nemuro	6 a.	30.20	—	—	SW	2	—
Hakodate	"	30.25	—	—	SW	1	—
Tokio	"	30.24	—	—	NW	1	—
Koobi	"	30.29	—	—	SW	1	—
Nagasaki	"	30.27	—	—	ENE	2	—
Kagoshima	"	30.21	—	—	E	2	—
Oshima	"	30.14	—	—	SSW	1	—
Naha	"	30.09	—	—	ENE	1	—
Ishi'jma	"	30.07	—	—	N	1	—
Bonin Is.	"	30.17	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.28	49	85	WNW	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.19	54	—	N	3	cm.
Gutaloff	"	30.15	60	—	N	1	gr
Sharp Peak	7 a.	30.12	66	—	NW	1	b
Amoy	6 a.	30.08	66	79	ENE	2	o
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	30.07	—	—	E	6	o
Taichu	"	30.05	—	—	—	0	o
Tainan	"	30.04	—	—	NE	2	o
Koshun	"	30.03	—	—	NE	6	o
Pescadores	"	30.0.	—	—	NE	8	o
Canton	6 a.	30.06	66	95	SE	1	o
Hongkong	"	30.06	70	69	E	4	o
Gap Rock	"	30.02	—	—	ESE	5	o
Macao	"	—	—	—	—	—	—
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	30.00	70	—	SSW	2	b
Tourane	"	29.91	73	—	SSE	2	b
Cape St. James	"	29.88	77	—	ENE	4	b
Aparri	"	29.95	71	—	—	0	b
Manila	"	29.92	71	—	—	0	b
Legaspi	"	29.89	78	—	N	1	b
Iloilo	9 a.	29.91	82	—	NE	2	b
Bacolod	"	—	—	—	N	2	b
Cebu	"	29.92	85	—	NE	2	c
Labuan	"	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG TIDE TABLE.

From 13th to 19th November, 1914.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	HIGH WATER Height	LOW WATER H'kong. Mean Time	LOW WATER Height
		h. m.	ft. in.	h. m.	ft. in.
Fri.	13	m 4 39	6 5	m 11 56	2 3
		6 16 a	5 7		
Satur.	14	m 5 57	6 4	m 0 2	3 9
		6 42 a	6 4	0 32 a	2 5
Sun.	15	m 7 6	6 3	m 1 2	3 0
		7 10 a	7 0	1 6 a	2 8
Mon.	16	m 8 8	6 1	m 1 55	2 2
		7 40 a	7 6	1 39 a	3 1
Tues.	17	m 9 9	5 8	m 2 48	1 5
		8 15 a	8 2	2 11 a	3 4
Wed.	18	m 10 11	5 5	m 3 39	1 0
		8 55 a	8 6	2 41 a	3 6
Thurs.	19	m 11 14	5 1	m 4 29	0 7
		9 36 a	8 7	3 10 a	3 8

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	... Saturday, 14th Nov., 3 PM.
‡ SANDAKAN	"CHUNSANG"	... Monday, 16th Nov., Noon.
SINGAPORE & PENANG	"HOI SANG"	 Monday, 16th Nov., 3 P.M.
† SHANGHAI	"ESANG"	 Faturday, 21st Nov., D'light
* MANILA	"LOONGSANG"	... Saturday, 21st Nov., 3 P.M.
* YOKOHAMA, KOBE and MOJI	"YATSHING"	... Thursday, 26th Nov., D'light.
†*SHANGHAI, KOBE and MOJI	"NAMSANG"	... Saturday, 28th Nov., D'light.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 Days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, T'sin. Dairy, W'wei, N'chwang

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 13th November, 1914. GENERAL MANAGERS. 711

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.

Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & HULL	'MERIONETHSHIRE"	... On 24th Dec.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND via HONOLULU | "GLENROY" On 24th Nov.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
Hongkong 4th November, 1914. AGENTS. 146

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGOYA Capt. W. H. Sweny, R.N.R.	About 17th Nov.	Freight and Passage.
SHANGHAI	ORIENTAL Capt. A. L. Valentini,	About 19th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*NUBIA* Capt. A. B. Garwood, R.N.R.	Noon. 20th Nov.	*See Special Advertisement*
LONDON and GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE Capt. J. Gaunt, R.N.R.	About 25th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th November, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LIANGCHOW"	On 15th Nov., D'light.
SWATOW and BANGKOK	"CHINKIANG"	On 15th Nov., D'light.
MANILA, CEBU and ILOILO	"TAMING"	On 17th Nov., 4 P.M.
SHANGHAI	"KANCHOW"	On 17th Nov., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 21st Nov., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 24th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th November, 1914. TELEPHONE 36. [5

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st September, 1914. [49

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	SATURDAY, 14th Nov., at 3 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 17th Nov., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 21st Nov., at 3 P.M.

*These Steamers will not call at Swatow.

FOR **SWATOW** AND RETURN.
(Occupying 3 Days).

"HAIMUN" Capt. A. H. Stewart — SUNDAY, 15th Nov., at 10 A.M.; WED'DAY, 18th Nov., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th November, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM (Not calling at Manila)	28th Nov.	On 14th Nov., 11 A.M.
ST. ALBANS		On 18th Dec., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

39]

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots ... TUES.,	8th Dec.
CHIYO MARU	22,000—21 knots ... TUES.,	5th Jan.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	13,500—15 knots	

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.

TELEPHONE 291. [12

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	On 17th November.

HOMEWARD

MARSEILLES VIA PORTS	ATLANTIQUE ...	On 17th November, at 1 P.M.
	AUSTRALIEN ...	On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

21

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE,
In Connection with
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 26th Nov., at 3 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 9th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"PEKING MARU"	S. Yaman	SUNDAY, 15th Nov., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto ...	SATURDAY, 21st Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami ...	SUNDAY, 15th Nov., at 10 A.M.
"DAIGI MARU"	S. Tokushige ...	SUNDAY, 22nd Nov., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori ...	WED'DAY, 25th Nov., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

FOR FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

779]

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ YASAKA MARU Capt. Yamawaki,	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
	§ MIYAZAKI MARU Capt. Teranaka,	16,000	WEDNESDAY, 2nd Dec., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SADO MARU Capt. K. Asakawa,	12,500	TUESDAY, 17th Nov., at Noon.
	§ YOKOHAMA MARU Capt. Komatsubara,	12,500	TUESDAY, 1st Dec., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. T. Sato,	13,500	FRIDAY, 20th Nov., at Noon.
	TANGO MARU Capt. Soyeda,	13,500	WEDNESDAY, 16th Dec., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON	CEYLON MARU Capt. Naguchi,	10,000	SATURDAY, 14th Nov.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Sakamoto,	8,800	MONDAY, 23rd Nov.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura,	12,500	SUNDAY, 29th Nov.
SHANGHAI and KOBE	RANGOON MARU Capt. Nomura,	7,000	WEDNESDAY, 18th Nov.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine,	12,500	FRIDAY, 20th Nov., at 5 P.M.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope,	16,000	MONDAY, 23rd Nov., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.		Displacement.	Leave Hongkong.
KATORI	MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	"	16,000 "	" 11th Feb.
HASHIMA	"	20000 "	" 25th Feb.
MISHIMA	"	16,000 "	" 11th Mar.
SUWA	"	25,000 "	" 25th Mar.
ATSUTA	"	16,000 "	" 8th Apr.
YASAKA	"	25,000 "	" 22nd Apr.
MIYASAKI	"	16,000 "	" 6th May.
KITANO	"	16,000 "	" 20th May.
FUSHIMA	"	25,000 "	" 3rd June.

FOR AMERICA.

AKI	MARU	12,500 Tons	Thurs., 26th Jan.
SADO	"	12,500 "	" 9th Feb.
YOKOHAMA	"	12,500 "	" 23rd Feb.
AWA	"	12,500 "	" 9th Mar.
SHIDZUOKA	"	12,500 "	" 23rd Mar.
TAMBA	"	12,500 "	" 6th Apr.
AKI	"	12,500 "	" 20th Apr.
SADO	"	12,500 "	" 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8—9—10

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves Yokohama	Steamers to Colombo.	Leave Shanghai	Leave Hongkong.	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later
p.m. Thurs.		6 p.m.	Noon.		Friday	Thursday
Nov. 9	NUBIA	Nov. 16	Nov. 20	MEDINA	Dec. 18	Dec. 24
—	ORIENTAL ...	Dec. 1	Dec. 5	MONGOLIA ...	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 16	MALWA	Jan. 15	Jan. 21
Dec 21	NANKIN	Dec. 29	Jan. 2	MOREA	an. 28	Feb. 4
—	NUBIA ...	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59	"	£89
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'POR	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Dec. 7	Dec 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan 12	Feb. 8	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

74

POST OFFICE NOTICE.

CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and countries beyond will be closed at this Office at 10.30 a.m. on the 20th inst. via SUEZ and is due to reach London on the 25th December. Correspondence intended for this route must be so superscribed.

Mails to United Kingdom despatched via SIBERIA take about a month to reach their destination. The Christmas Mail by this route will leave about the same date.

Further particulars will be published later.

The MAIL FROM LONDON (via Siberia) of Wednesday, the 14th ult., is due to arrive here to-day.

The AMERICAN MAIL is expected to arrive here on Thursday, the 19th inst.

FOR	DATE
Saigon	Friday, 13th, 9.00 A M
Bangkok	Friday, 13th, 11.00 A M
Shanghai, North China and San Francisco	Friday, 13th, 4.00 P M
Shanghai and North China	Saturday, 14th, 8.00 A M
Philippine Islands	Saturday, 14th 9.00 A M
Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Saturday, 14th, 11.00 A M
Amoy and Foochow	Saturday, 14th, 2.00 P M
Philippine Islands	Saturday, 14th, 2.00 P M
SHANGHAI AND NORTH CHINA ... (EUROPE via SIBERIA (Tientsin-Pukow Service Shanghai Brit. P.O. 8.30 p.m., Thursday, the 19th inst.)	Saturday, 14th, Registration... 3.30 P M Letters... ... 4.00 P M
Swatow and Bangkok	Saturday, 14th, 4.00 P M
Swatow	Sunday, 15th, 9.00 A M
Swatow, Amoy and Tamsui	Sunday, 15th, 9.00 A M
Sandakan	Monday, 16th, 11.00 A M
Straits	Monday, 16th, 2.00 P M
Batavia, Samarang and Sourabaya	Tuesday, 17th, 10.00 A M
Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada (EUROPE via SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. 11.30 a.m., Monday, 23rd inst.)	Tuesday, 17th, Registration ... 9.30 A M Letters ... 10.00 A M
SAIGON, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ... (Late Letters 11.00 A.M. to NOON, Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Tuesday, 17th, Registration ... 10.15 A M Registration with late fee of 10 cents up to 11.00 A M) Registration, Kowloon B.O. ... 9.30 A M Letters 11.00 A M Tuesday, 17th, 1.00 P M Tuesday, 17th, 3.00 P M Tuesday, 17th, 3.00 P M Wednesday, 18th, 9.00 A M Wednesday, 18th, NOON Thursday, 19th, 11.00 A M
Swatow, Amoy and Foochow	Friday, 20th, 10.00 A M
Philippine Islands	Friday, 20th, Printed Matter and Samples 9.00 A M Registration ... 10.00 A M (Registration with late fee of 10 cents up to 10.30 A.M.)
Shanghai and North China	Registration, Kowloon B.O. 9.00 A M Letters ... 10.30 A M
Straits, Ceylon and Europe	Saturday, 21st, 11.00 A M
Swatow	Saturday, 21st, 2.00 P M
Weihaiwei and Tientsin...	Tuesday, 24th, 3.00 P M
Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island	—DECEMBER:—
Amoy and Foochow	
Philippine Islands	
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Tuesday, 8th, 11.00 A M

LOCAL AND REGULAR MAILS.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS.
Tai Po	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow (Long Island)	2.00 P.M.	—
Shatsukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Autan, Ping Shan, Sai Kung, Santin, Stanley and Tai O	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. 4.00 P.M. Except Saturdays	4.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	5 P.M., Saturdays for despatch on Sundays.
Kamchuk and Kongmoon	4.00 P.M. Except Saturdays	4.00 P.M.
Namtau and Sanmei	4.00 P.M.	4.00 P.M.
Shanchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

November 12th.

ON LONDON:—	
Telegraphic Transfer	1/3½
Bank-Bills, on demand	1/3⅝
Bank Bills, at 30 days' sight	1/3½
Bank Bills, at 4 months' sight	1/3⅝
Credits, at 4 months' sight	1/3⅝
Documentary Bills 4 months' sight	1/3¼
ON PARIS:—	
Bank Bills, on demand	214
Credits, at 4 months' sight	214½
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42⅛
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demands	129½
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	129½
ON SHANGHAI—	
Bank, at sight	77⅞
Private, 30 days' sight	nom
ON YOKOHAMA:—On demand	84⅛
ON MANILA:—On demand—Pesos	84⅛
ON SINGAPORE:—On demand	73⅜
ON BATAVIA:—On demand	103⅛
ON HAIPHONG:—On demand	nom.
ON SAIGON:—On demand	nom.
ON BANGKOK:—On demand	89
SOVEREIGNS, Bank's Buying Rate	$11.40
GOLD LEAF, 100 fine, per tael	$58.30
BAR SILVER, per oz.	22⅜

SUBSIDIARY COINS,

	per cent.
Hongkong...20 cents pieces...	$15.80 discount
Hongkong...10 „ ...	$16.30 „

The Fascination of the East

is brought home to you in the perfection to which Egyptian Cigarettes have been brought by Messrs. MASPERO FRÈRES in their two brands known as



Bouton Rouge and Felucca Egyptian Cigarettes

The care with which they are made, under ideal climatic conditions, starting from the selection of the leaf to the finished product, makes these brands a revelation to the cigarette connoisseur.

A Luxury to the Man of Taste.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return „ „ (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return „ „	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 13TH NOVEMBER, 1914.

8 a.m. *HEUNGSHAN*. | 8 a.m. *HONAM*.
5 p.m. *KINSHAN*. | 5 p.m. *FATSHAN*.

SATURDAY, 14TH NOVEMBER, 1914.

8 a.m. *HONAM*. | 8 a.m. *HEUNGSHAN*.
... | 5 p.m. *KINSHAN*.

HONGKONG-MACAO LINE.

S.S. *SUI AN*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 15TH NOVEMBER, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *HOISANG*.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

EVAPORATED MILK.



A FRESH CONSIGNMENT OF "ONES" AND "HALVES" SIZE TINS HAS NOW ARRIVED.

PLEASE APPLY TO THE USUAL STORES.

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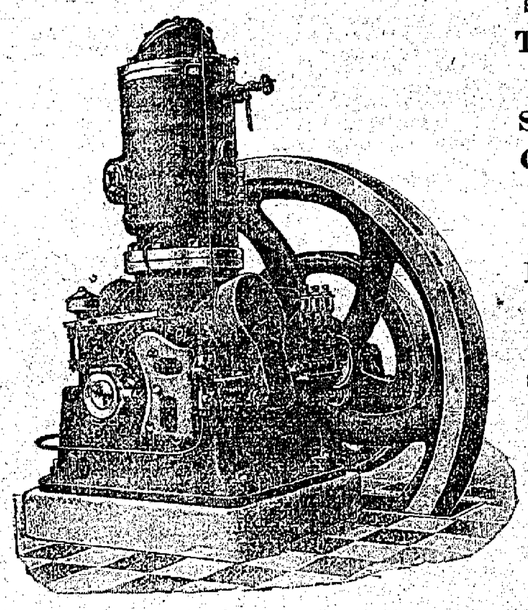
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THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES

AND

KEROSINE ENGINES.



We carry large stocks of Ship and Engine Stores, Cotton Waste, Oil, Packing, &c.

Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches.

[494

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 25th Nov. "GUJARAT" FROM COLOMBO: 17th Dec.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

35]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER.	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
DJIMANOEK	—	—	SHANGHAI	Second half of Nov.
TJIBODAS...	—	—	JAPAN	Second half of Nov.
TJIPANAS...	JAPAN	First half of Nov.	JAVA	Second half of Nov.
TJILATJAP..	JAVA	Second half of Nov.	JAPAN	Second half of Nov.
TJIKINI ...	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILIWONG	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJITAROEM	JAVA	First half of Dec.	—	—
TJIKEMBANG	JAVA	Second half of Dec.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor,
Hongkong, 12th November, 1914. [13

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing TUESDAY,	1st Dec., at 1 P.M.
PERSIA (via Manila)	„ WED'DAY,	16th Dec., at Noon.
KOREA	„ TUESDAY,	22nd Dec., at 1 P.M.
SIBERIA...	„ TUESDAY,	29th Dec., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morrel, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

152

TO-MORROW

9.15 p.m.—A. D.C. at the Theatre Royal.—"The Blue Bird."

FORTHCOMING EVENTS.

Sunday, 15th Nov.:—
9 p.m.—Al Fresco Fête in the Compound of the Roman Catholic Cathedral.

Wednesday, 18th Nov.:—
4 p.m.—Matinee A.D.C. at the Theatre Royal.—"The Blue Bird."

Saturday, 21st Nov.:—
Noon—Hongkong Jockey Club Extraordinary General Meeting.

中外新聞報

CHUNG NGOI SAN PO
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